

COMMITTEE ON PUBLIC SAFETY

February 20, 2007

5:00 PM

Chairman Osborne called the meeting to order.

The Clerk called the roll.

Present: Alderman Osborne, O'Neil, Shea, Roy, Long

Messrs.: Brandy Stanley, Jim Hoben, Lt. Jonathan Hopkins, Kevin Sheppard

Chairman Osborne addressed item 3 of the agenda:

3. Communication from Library Director thanking the Committee for bagging meters during construction of their handicap accessible entrance and advising that the work is complete, the new entrance open and the bags have been returned.

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to receive and file the Library Director's communication.

Chairman Osborne addressed item 4 of the agenda:

4. Update discussion regarding the Mechanic Street angled parking project requested by Brandy Stanley, Parking Manager.

Ms. Brandy Stanley, Parking Manager, stated since the last time we talked it came to our attention that on Mechanic Street between Plaza Drive and Elm there is a 200-space parking garage to which the only entrance and exit point is on Mechanic Street which created problems for switching Mechanic to a one-way going from Canal to Elm because it would dump all of the traffic out on Mechanic and force it to up to Elm which would create traffic jams which were in my opinion unpalatable. So, we went out and talked to the businesses and we came up with a recommendation to make Mechanic Street one way from Elm down to Canal which would alleviate the traffic problem.

Chairman Osborne stated okay Brandy what you're trying to say is you want to make it from Canal to Elm rather than Elm to Canal.

Ms. Stanley stated no from Elm to Canal rather than Canal to Elm...I have some revised drawings here.

Alderman Roy stated Brandy I appreciate your bringing this to our attention but my concern then becomes as it was from the beginning with some of the other streets that you'll have no ability to loop the block. In essence if you were looking for a parking space at this point the way it was presented last or the way I envisioned it you could go down Mechanic, take a turn up Canal up I believe it was Spring Street, come back on Elm so you'd have that even flow around without having too many one way streets going down to Canal but not the ability to get back up to Canal without going all the way from Stark to Spring Street.

Ms. Stanley stated back up to Elm because right now with the revised program both Stark and Mechanic will be going from Elm to Canal...two one way streets in the same direction right next to each other but on either side...Market Street and Spring Street are both two way. So, basically each street has its own pair they're just on opposite sides.

Chairman Osborne stated you can still make the swing.

Alderman Roy stated Brandy if you stayed with the original parking plan all you would lose would be the five spaces at the entrance to the Plaza parking and then your only concern then would be...because people could turn out of the Plaza and right now they can take a right to go to Canal Street. After the change they would have to take a left on Plaza and a left on Spring and that would put them at a lighted intersection on Spring Street and Canal, correct.

Ms. Stanley stated no. If it was one way from Canal to Elm a lot of people coming out of that...there's a parking garage between Plaza Drive and Elm Street. I'm not talking about the one that we just sold to the building...I'm talking about the one that's underneath the mall.

Alderman Roy stated that exits out onto Plaza Drive.

Ms. Stanley stated no it exits out onto Mechanic Street...that's the problem.

Alderman Roy stated I can understand where the two garages are but I thought the one further up the hill had an exit out onto Plaza Drive.

Ms. Stanley stated it does not...there are two levels to that garage...the top level doesn't have a ramping system that goes down to the bottom so the only way in or out is on Mechanic Street which is why having the one way from Canal to Elm becomes a problem.

Alderman Roy stated because the intersection at Elm and Mechanic is not lighted.

Ms. Stanley stated right and even if it is lighted I don't think it would alleviate the problem because you have a relatively short cueing distance between the garage and Elm Street.

Alderman Roy asked what is the volume of that garage?

Ms. Stanley replied there's about 210 spaces in the garage, on that level of the garage.

Chairman Osborne stated Alderman Long this is your ward do you have anything to say here.

Alderman Long stated no I spoke with Brandy earlier and I'm satisfied.

Alderman O'Neil stated I don't know if Brandy can answer this or Kevin...the fact that between Spring and Merrimack Street, if I'm correct, those are the only controlled intersections if you're heading westbound...you have to include currently Mechanic Street...any idea what that does to traffic flow? I guess what I'm looking at currently you head south on Canal Street you can make a left and head east on Mechanic or head westbound on Mechanic...I'm just curious are we...to create the parking spaces have we looked at what's going to happen at those intersections at all. I don't know that may not be a question specifically for Brandy it may be for Public Works...I'm just asking, do we have any idea of the number of cars or any of that stuff?

Ms. Stanley replied I don't have that information but my guess is that most of the traffic on Mechanic Street is for the YMCA and the Plaza because once you get to Elm Street you can't go any further eastbound you have to turn right or left on Elm Street. It's really just for that block it's not really a through street.

Alderman O'Neil stated I'm talking more Canal and Mechanic.

Ms. Stanley stated that would probably be a Public Works question.

Alderman O'Neil stated maybe there's no affect, I'm just asking the question.

Mr. Kevin Sheppard, Deputy Public Works Director, stated I don't believe...she's still planning a left and right turn down on Canal Street at Mechanic.

Alderman O'Neil stated Kevin looking at it what if you're southbound on Canal... I don't know I've got to be honest I don't do that turn but are there many people that make that turn for various reasons. I agree with Brandy it's probably related to the "Y".

Mr. Sheppard stated the option's going to be taking a left onto Spring and coming up to Elm Street typically and then coming around the block you're right. We don't have any traffic numbers on that.

Alderman Long moved to recommend approval of Alternative #2 – Mechanic Street One Way: Westbound. Alderman Shea duly seconded the motion.

Alderman O'Neil stated one more question for Brandy...have you notified some of the major tenants on Mechanic about this proposal.

Ms. Stanley stated I've notified all of them and they all agree with it.

Chairman Osborne called for a vote on the motion. There being none opposed, the motion carried.

Chairman Osborne addressed item 5 of the agenda:

5. Communication from Michael Egan, B5ONE, requesting use of Arms Park on Saturday, June 10th from 9am to 4pm for their annual Treffen der Hamster event.

On motion of Alderman Long moved to recommend approval of the use of Arms Park as requested. Alderman Shea duly seconded the motion.

Alderman Long stated I had spoken with Matt Normand earlier with respect to the clean up...there's been some companies in the area that have had to clean up after any event. Matt assured me that he would make that stipulation when he gives out the permit.

Alderman O'Neil asked are people booking these technically through Brandy and then she coordinates other City departments now? I don't want to say it's the only parking lot that's used for events but it's certainly the one that used the majority of the time for events.

Ms. Stanley replied as far as I know it's the only one...not having any history I'm not sure. I would very much prefer it if all requests came through me because I keep the calendar and if they don't come through me at some point you risk double booking the parking lot because there are some that go to the Mayor's office and some that go directly to the Committee. It would be easier for me to keep track of it if it was all referred to me.

Alderman O'Neil moved that all such requests be referred to the Parking Manager. I think it still should come to us for approval but it should be sent to the Parking Manager.

Chairman Osborne called for a vote on the motion to approve the request of B5ONE. There being none opposed, the motion carried.

Alderman O'Neil stated my motion is that all future requests for use of parking lots should be forwarded to the Parking Manager for her to bring forward to the Committee and to coordinate, if necessary, with the other departments...Police is usually involved, sometimes Parks & Recreation, etc...licensing with the Clerk's office, etc.

Alderman Roy duly seconded the motion. There being none opposed, the motion carried.

Chairman Osborne addressed item 6 of the agenda:

6. Discussion of In-Street Pedestrian Crossing Sign Traffic Policy.

Alderman Roy stated there are things that I would like to say about this the first being I am very happy to see it and a good job I the way of Jim and those at Highway that did it. It's nice to see us moving in the right direction on this. One of the first things that stood out to me was in the provisions and I believe it's number 5 or 6 that only existing crosswalks would be available for signage and I just wanted someone to expand on that. But I think this is a great step in the right direction and thanks. I think this will benefit a lot of people long after we're all gone.

Mr. Jim Hoben, Deputy Traffic Director, stated in response to your question on 5. The policy would kind of restrict...if you're going to put a new crosswalk in you might want to randomly ask for the sign itself. Better off using the existing locations that we have now. We limit the number of signs that we use.

Alderman Roy stated you've been very helpful up at St. Mary's Academy and that's destined for the spring and I had that as a school location...that and Webster as high traffic school locations and that's why I was wondering what the existing crosswalks...if that being a new crosswalk if we could request one with the crosswalk or to go ahead and implement one of these at a later date.

Mr. Hoben stated those crosswalks were already ordained...we haven't put them in yet so you could request it...it's up to the Committee.

Alderman O'Neil stated Jim I think of a fairly new crosswalk that I'm aware of down in Alderman Osborne's ward adjacent to the Central Little League. Are we saying if a new one comes forward we're not going to have the crossing sign there...is that what we're saying?

Mr. Hoben replied it's totally up to the Committee. This is basically a draft so we could change it.

Alderman O'Neil stated I think of that particular example that it was put in specifically to address Central Little League activities...they could be responsible for the sign I'm thinking.

Mr. Hoben stated as the caretaker.

Alderman O'Neil stated that's a fairly new one...I know it would be grandfathered under this existing draft but I'm just trying to figure out why we're only mentioning existing crosswalk locations.

Mr. Hoben stated it's the purpose of the policy to not overrun the City with these signs. It might be easy to slow it down a bit if you address your addressing crosswalks.

Chairman O'Neil stated I guess I'm lost on that. Why wouldn't we do it for a future crosswalk?

Alderman Long stated in the same vein as Alderman O'Neil if there was a special need this Committee could approve a special need.

Mr. Hoben stated it's all within the purview of the Committee.

Alderman Long stated so if there was a Little League event going on and we wanted some of these in the road somewhere we could then approve them to be put up for that Little League event right.

Mr. Hoben stated correct.

Alderman O'Neil stated that should be a checklist or a question asked every time there's a crosswalk.

Chairman Osborne asked Jim are we talking about these on the back here...are these going to be the "Joe Palooka's" or what are they?

Mr. Hoben replied that's from the manual.

Chairman Osborne stated the ones that are going to go in the center of the street.

Mr. Hoben stated the ones you're looking at are for the School Zones.

Chairman Osborne asked are we going to have some restrictions on these, are we going to have custodians on these things...what's going to happen with these. We're going to start putting these out at how much a crack...how much are they...\$250-\$300?

Mr. Hoben replied \$236.

Chairman Osborne stated I though you said \$36...wow that's cheap. But, what about the policing or what about the custodian of these taking them in and out because they're not going to last out there...they're not going to last, it's going to be money wasted at the end. Anybody have an answer to that one?

Alderman Long stated policy #11 they strongly recommend a custodian or caretaker to watch these. If I could follow up with a couple of questions...one is they should be taken in at night...do these illuminate at all, Jim?

Mr. Hoben replied no, there's high visibility sheeting on them...sign material.

Alderman Shea asked how many are we talking about? Are we talking about 10, 20, 30, 40...how many are we talking about?

Mr. Hoben replied it's entirely up to the Committee.

Alderman Shea asked how many places...are you going to put them in front of all schools, elementary as well as parochial schools or are you just going to put them in places where people want them...what is the organization or procedure for this?

Mr. Hoben replied it will be entirely up to the Committee.

Alderman Shea stated they're \$236 each.

Mr. Sheppard stated if this passes this Committee I think one of the Aldermen mentioned perhaps if there's a request for one we've got a checklist that someone has to come into the Traffic Division, fill out the request and maybe they get approved by this Committee...I don't know if you want to be burdened by that but perhaps every request goes through this request so that we don't have these throughout the City...we've got 22 schools, we've got private schools, we've got private organizations. I'm not too sure we want to be seeing these throughout the City at all of these different locations, therefore, this Committee may want to review every request and again it's up to the purview of the Committee if you want to do that or unless you want to set guidelines for us so that when they come in, fill out an applications perhaps we develop an application then it's decided at our level.

Alderman Shea asked is it going to come out of your budget, out of a special budget or is it to be determined?

Mr. Sheppard replied it's to be determined. Jim put this together and #12 says proper funding...we don't have funding for this in our budget and Jim could probably give you a little history. We did contact Southern NH University, we spoke to the Parks Department, Jim spoke to someone else. I know the Parks Department up on Mammoth Road...I spoke to Ron Ludwig and he said his experience with them is that they are effective but they do get hit...most of the times it's the golfers that are putting them back in place or it's Parks crews if they're available of the golf course crews if they're available. Our concerns if these start going up throughout the City and they get hit we don't...it's probably better that we're not getting the calls, the Traffic Division is not getting the calls and calling our people off of striping of lines or signal work to go back up and set these back up and that's why I think Jim is recommending or we've recommended a custodian or caretaker to these.

Alderman Shea asked is this suppose to be implemented shortly or is it to be determined by the Committee as to when it is going to be implemented, is the Mayor going to include this in his budget?

Mr. Sheppard replied it's not in our budget because this policy hasn't been approved by the Committee so we haven't requested any funds for this.

Chairman Osborne asked how much do those weight?

Mr. Hoben replied I'd say they're 30-35 pounds.

Chairman Osborne stated when someone hits it what does it do...like "Joe Palooka" it goes over and comes back up again?

Mr. Hoben replied it depends if it survives the hit it will spring back up.

Chairman Osborne asked how long would you say they last out there? I know the one up on Hanover Street by Weston School that thing was pulverized.

Mr. Hoben replied I believe it lasted two weeks in speaking to the principal.

Chairman Osborne stated we're talking \$250 a whack...I myself I think they're a good thing I'm not saying they're not but I think they should probably be put out there along...we need some sort of a study here or get together with the cost and who's putting them in and who's taking them out. As far as the schools that's great. I think that's a good idea because some of these crossing guards could manage them by taking them in and out...that's not a problem but to leave them out there and people just don't care and they forget them it can run into quite a bit of money in the end. What about the liability, Mr. Arnold?

Deputy City Solicitor Arnold replied insofar as it's a traffic control device I wouldn't think that there would be a big concern with liability. Obviously, we have to bear the cost of replacing or repairing once they're damaged but if a motor vehicle were damaged I wouldn't think that the liability would be a big concern.

Chairman Osborne stated being in the middle of a street like that there's no liability whatsoever.

Deputy City Solicitor Arnold stated as I said they're traffic control devices to which there are certainly state statutes. We have light poles in the middle of streets and islands in middle of the streets and if someone hits one of them and damages their car with it I don't see the City as being liable.

Chairman Osborne stated I just wanted to cross check that one.

Alderman Shea stated let's assume that somebody was going down Jewett Street and wanted to avoid that for whatever reason and ran into another car coming in a northerly direction could they claim some kind of liability in the sense that that was a confused object or whatever...I'm just throwing that I to you. Would there be any grounds in that case?

Deputy City Solicitor Arnold replied anybody can make a claim. I wouldn't think that they would have much chance of success but anybody can certainly make a claim.

Alderman Shea stated I know people sue for anything today, thank you.

Alderman Roy stated Jim again I'll give you accolades on this draft and I think it is fantastic and I think we're slowly going in the right direction. You used the word overuse quite a bit and I'm just asking what your concept of a number city-wide and maybe compare it to...I think there's 3,200 crosswalks in the City...am I right on that number?

Mr. Hoben replied pretty close to that.

Alderman Roy stated so over the 3,200 crosswalks how many of these signs do you envision throughout the City, what is your number that gives you that overuse comment?

Mr. Hoben stated personally I would start with 10 as a pilot program...hit the schools...try the schools first and you might find other areas...elderly, down by the Verizon or places like that.

Alderman Roy stated that's kind of the direction I thought you were going to go so I am going to take some liberties with your 10. So, if we took the 10 high traffic crosswalks, the 22 schools and maybe double that in backup and extra volume...that's 100 of these devices times \$236 comes to \$23,600. Kevin, your budget this year for total general fund budget.

Mr. Sheppard stated our budget...I'm just thinking of what balances we may have.

Alderman Roy asked what were you appropriated at the beginning of the year...seventeen something million.

Mr. Sheppard stated somewhere in that area.

Alderman Roy stated so if we were looking at a project that was \$24,000 that could protect one child, ten children, 100 children it's a drop in the bucket of what we govern as far as our tax rate is going. I know these are an issue with some people, I like Jim's idea of getting a policy, getting some out there but I believe they will catch on and I think it's something just like we replace stop signs in the future as they become more effective and as people get used to them we should be

ready to go ahead and put them in a budget or put them in a CIP so that we can go forward. But, Jim, again I think you did a great job and I'll be very interested to see these in future budgets and when spring comes on the streets.

Chairman Osborne asked Jim how long do you think these are going to last out there? With schools they should last awhile because they're having someone taking care of them in and out of the schools.

Mr. Hoben stated if they're brought in at night you get a longer longevity out of them but if you leave them out at night that is when the kids use them as targets... purposely run them down.

Chairman Osborne stated when you say pilot program you're talking 10 signs... where are you going to put them?

Mr. Hoben replied I would suggest at the schools.

Chairman Osborne stated high schools...Central.

Mr. Hoben stated I would start with the elementary schools.

Chairman Osborne stated we have 22 schools...how many streets are you going to put them on...how many crosswalks...just Wilson School alone you're talking four crosswalks. I don't know I think we've got to get this together before we approve anything.

Alderman O'Neil stated I agree with you, Mr. Chairman. I think we've got to get a count of how many would be involved at each school. Now, to the best of my knowledge at Weston for instance I drive up Hanover Street and I think there's only one crosswalk...I can't think of the name of the street to the western side of the school. I don't believe there's a crosswalk...

Mr. Sheppard stated Michigan I believe.

Alderman O'Neil stated Michigan and Beaver's out further or whatever. I don't think there's one on the eastern side of the school but in many of the schools I know McDonough, I know Weston for instance they bring out do not enter signs, etc. for bus traffic so if this could become part of their regular routine it's not a major issue. But, I do agree if they get left out in the middle of the street all night they're going to get damaged. So, I think we need to get a count of how many with each school would be a good place to start...start with elementary, middle and high schools.

Chairman Osborne stated like you said I think they had one at Weston...they had one out there and it got pulverized.

Alderman O'Neil stated it got left out...they also have a "Do Not Enter" sign they put out on Beaver Street I think it is that somebody...the custodian or somebody takes it out and brings it in at night.

Chairman Osborne stated that's the main thing if you have somebody taking care of them I think that's the main thing...we're still talking a lot of money...we're talking twenty something thousand when I couldn't come in with \$4,000 to save somebody's life. It's a tough situation here but you start talking about saving one life well who knows that one but.

Alderman Long asked Jim do we have any of these now and how many if we do?

Mr. Hoben replied the City doesn't own any of them.

Alderman Long stated with respect to schools...we're looking to put these out on crosswalks at schools throughout the school day is that what the idea would be?

Mr. Hoben replied yes it would be during the school day...let me explain that. You only need one for a school. For instance, Mount St. Mary's Academy on Elm and Carpenter...Carpenter Street and Readey Street are controlled by a stop sign so you wouldn't use one of those on those streets, it would only be on Elm and you use one per intersection. So, one could cover the two crosswalks.

Chairman Osborne asked what about the 4-way stop signs...would you put one there?

Mr. Hoben replied you wouldn't use one where it's controlled by a stop.

Chairman Osborne stated and you wouldn't use them where there's a crossing guard.

Mr. Hoben stated you could use it if there's a crossing guard if it's an uncontrolled road.

Chairman Osborne stated if there's 4-way stops plus a crossing guard you're not going to use it.

Mr. Hoben stated I don't think it would be effective.

Alderman Roy stated I think the point that Jim and Alderman Long are trying to get at is these are best used when there is nothing but a crosswalk on the ground so when your school area does not have a crossing guard and no 4-way stops and no lighted intersections that go through the criteria that if you have a street like Elm...we first starting talking about these with problems between Bridge Street and Webster Street of people who cannot see our crosswalks. These now make the sign for the crosswalk in the travel line that someone is supposed to be watching as they drive north or south on the street instead of the side signs that simply have an arrow pointing down at the crosswalk that is sometimes behind trees, parked cars/vehicles, other signage for the street...these bring it to the center of attention and I think that we should ask Kevin and Jim to go back, set up a pilot program of how many they'd like to have initially, where they'd like to test them out, let them run the program and as spring comes and we stop plowing the streets we get them out and see if they work...if they last two weeks 10 of them at a \$2,400 investment we've learned our lesson. But, I think it's going to work out and I think it's something that over time we'll end up owning hundreds of these.

Chairman Osborne asked okay, Jim, do you think you want to put this together?

Mr. Hoben stated I'd just like to stress that there should be enforcement for crosswalks and police to back up these signs if the cars aren't stopping they should be tagging these cars. I'll go back and talk to Kevin and Frank and see what we can put together.

Alderman O'Neil stated...and Lt. Hopkins can nod...without these signs state law says you have to yield to someone in a crosswalk, correct. So, we don't need these signs to write tickets. Thank you, Lieutenant.

Alderman Shea stated for clarification...let's just assume for discussion that you put one of these signs up around say Elm and just below Carpenter or someplace where there's a crosswalk are you saying that the people living in that residence there or someone would have to enforce the taking in and putting out. When you plan for this you're going to have to plan for who is going to be accountable for the signs because if you put them in certain places somebody may say okay I'll take them in and take them out whether they're school custodians or somebody at Parks or whatever but if you just indiscriminently put them on Elm Street some place then pretty soon they're going to be not there anymore...somebody is going to take them and use them in some college room or something like that. But, I'm just saying if you prepare something all of these factors have to be considered.

Mr. Sheppard stated that is correct. That is why I would recommend in the future that we come up with a checklist or an application form and then an agreement form that perhaps a private school wants to put one in a crosswalk out front and they sign an agreement yes we will maintain this and we will take this in and out at night. The same goes with any public school I believe...Weston School, for example.

Alderman Shea stated private schools are okay you don't have to worry about them they'll take care of it and public schools as well. I'm just talking about other places where they may be needed it's just that before you put something there there has to be something in writing or an agreement that somebody somehow is going to be responsible for that item.

Chairman Osborne stated may I ask a question of you, Mr. Roy. You keep mentioning or someone keeps mentioning Carpenter and Elm Street...what is there now a crosswalk?

Alderman Roy replied currently north of Carpenter Street there is a crosswalk on the northerly side...there's also St. Mary's Academy and then there's Webster School so it's certainly a condensed area with traffic driving through.

Chairman Osborne asked are there any crossing guards there?

Alderman Roy replied at Webster I believe in the afternoon there is. I tend to focus on my ward as a ward Alderman but this came out of conversations with Alderman Long and then I just used the example to Alderman O'Neil the best intersection or best crosswalk that I'd like to see one of these on is the crosswalk by North End Superette on Elm Street. It's a crosswalk with this amount of sand on it that you'd never know was there until someone's standing in the middle of the road and that's what we're trying to prevent...letting people know where are crosswalks are so that they can use them safely and I don't believe the best use of these tools are where there are stop signs and crossing guards. I think they're in the places where people don't see pedestrians that are crossing.

Alderman O'Neil stated number one I think they should work with Police to identify maybe the 10. I believe Lt. Hopkins and his staff would have a pretty good idea of some of the troubled areas. I'm thinking by Hunt's Pool, Alderman Osborne, isn't there a crosswalk coming across Jumbo Reilly way. I don't know if that's...a two-lane road.

Chairman Osborne stated a substation right there.

Alderman O'Neil stated I think the number of kids that cross going over to Central Little League, Hunt's Pool, Pony League...maybe that's a good example of one but I think they should work with the Police Department to identify these 10 troubled spots in the City that maybe these would be put to good use.

Chairman Osborne stated in the meantime we probably try and get the twenty-five, twenty-three hundred...whatever it costs to get these.

Alderman Shea stated I can see that when you have wide roads it works effectively but if you were to put it in a narrow street I don't know how effective it is because sometimes the roads are so narrow now that the cars are almost bumping each other when they're going through and I think that would be much less effective. But, I can see on Elm Street where you have a wide street and people take a long time to cross...that makes sense but on narrow streets sometimes you can find a little bit of a problem.

Mr. Sheppard stated and that's why I think you'd go through an application process and then it will be up to the Committee to either recommend yes or no for it...whether you allow us to do that at our level or if it comes to the Committee or it comes to the Committee if we deny one...I know it's a process that can be set up.

Chairman Osborne stated the main thing here is who's going to take care of them...that's got to be the big thing here. Okay, so you'll do a study and put a cost on it and come back to Committee.

Mr. Hoben stated yes we can come back. I'd just like to mention that at Weston School they had a problem with the custodian dragging it out 50 yards at 30-35 pounds and that's why they left it out because he couldn't bring it in and out so I suggested to the principal to use a dolly for these to drag them in and out it would be much easier and most schools will have a dolly around that they could use to wheel them down and put them out and bring them back in.

Chairman Osborne stated in the long run I think it's all going to come back to Parks and Recreation and Highway anyway. People are going to say they're going to do it at the beginning whether it be a corner grocery store or whoever it is but they're going to get tired of doing it and they'll say the City should be doing this and not us. So, it's a dilemma.

Alderman Roy asked Jim how long will it take once you've received funding and approval to get these in?

Mr. Hoben replied we would put some at prison industries but I'm not sure how long the backlog is.

Alderman Roy stated if you could forward that to us just to let us know for spring what we're looking at I'd appreciate that. And, again, great job on this policy.

Mr. Sheppard stated perhaps we can follow-up at the next meeting the potential 10 locations and get some answers like that for you.

Alderman Shea moved to table the Crossing Sign Traffic Policy. Alderman Long duly seconded the motion. There being none opposed, the motion carried.

Chairman Osborne addressed item 7 of the agenda:

7. Chairman Osborne advises the Traffic Division has submitted an agenda of regulations to be addressed as follows:

Rescind Stop Signs:

On Lincoln Street at Lake Avenue, southwest and northeast corners, back-ups (no ordinance number assigned)

On Lincoln Street at Spruce Street, southwest and northeast corners, back-ups (ORD. 1023)

On Wilson Street at Lake Avenue, northeast corner, back-up (no ordinance number assigned)

On Wilson Street at Spruce Street, southwest and northeast corners, back-ups (ORD. 1559)

(Alderman Osborne)

Rescind 15 Minute Parking:

On Lowell Street, north side, from a point 75 feet east of Maple Street to a point 20 feet easterly (ORD. 3250)

Rescind No Parking Loading Zone:

On Lowell Street, north side, from a point 95 feet east of Maple Street to a point 30 feet easterly (ORD. 3251)

(Alderman Duval)

Rescind No Parking Anytime:

On Lowell Street, north side, from Jane Street to a point 60 feet easterly (ORD. 8138)

(Alderman Duval)

No Parking Anytime:

On Lowell Street, north side, from Maple Street to a point 65 feet east

On Lowell Street, north side, from a point 95 feet east of Maple Street to Malvern Street.

(Alderman Duval)

On Almond Street, north side, from Boynton Street to a point 100 feet east

(Alderman Smith)

No Parking Loading Zone:

On Lowell Street, north side, from a point 65 feet east of Maple Street to a point 30 feet easterly

(Alderman Duval)

Rescind No Parking 7 PM – 6 AM – 7 Days:

On Grove Street, both sides, from Elm Street to Willow Street (ORD. 9008)

(Alderman Long)

Rescind No Parking Anytime:

On Grove Street, north side, from Elm Street to Willow Street (ORD.8955)

On Grove Street, south side, from Elm Street to Willow Street (ORD. 8956)

(Alderman Long)

On motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to approve the Traffic Division agenda as submitted.

TABLED ITEMS

8. Communication from Joe Morse submitting recommendations to help alleviate the dangerous situation at the intersection of Valley and Massabesic Streets and Tarrytown Road.
(Tabled 01/30/2007 pending review by Police Traffic Division)

This item remained tabled.

On motion of Alderman O'Neil, duly seconded by Alderman Shea, it was voted to remove item 9 from the table for discussion.

9. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Fire and Police Departments; report requested within 30 days per action of 01/30/200.)

Alderman O'Neil stated they're supposed to get back to us with specifics. All they got back to us was that they met, they agreed there were problems but I didn't see anything in their letter saying what they were going to do to improve the situation so I know it's pushing 30 days now and they still haven't reported back so can we send a letter to the Fire Chief and Police Chief and let them know that they need to respond.

On motion of Alderman O'Neil, duly seconded by Alderman Shea, it was voted to retable item 9.

10. **STOP SIGNS:**
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006)

This item remained tabled.

11. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
(Tabled 11/14/2006)

This item remained tabled.

12. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006)

This item remained tabled.

There being no further business to come before the Committee, on motion of Alderman O'Neil, duly seconded by Alderman Long, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee